

### REMARKS

Claims 23-24 have been amended to correct minor typographical errors. Claims 1-24 remain for further consideration. No new matter has been added.

The objections and rejections shall be taken up in the order presented in the Official Action.

1. Acknowledgement that claims 1-24 are pending before the Office is correct.
2. Entry of the IDS submitted on May 17, 2001 is noted and appreciated.
- 3-4. Claims 1-2, 5-6, 16-17, 19 and 23-24 currently stand rejected under 35 U.S.C. §103(a) as allegedly being obvious in view of the subject matter disclosed in U.S. Patent 6,124,826 to Garthwaite et al (hereinafter "Garthwaite") combined with the subject matter disclosed in U.S. Patent 6,253,152 to Ito (hereinafter "Ito").

Claim 1 recites a navigation system for use in a motor vehicle. The navigation system includes, inter alia:

"a first memory unit that stores a basic navigation database including road map information;  
a communication unit that receives supplemental navigation data including detailed information of digital road maps, and provides received supplemental navigation data; and  
a second memory unit that receives and stores said received supplemental navigation data;" (cl. 1, emphasis added).

Significantly, the navigation system includes a first memory unit and second memory unit that store navigation *data*. It is recognized that Garthwaite fails to disclose first and second memory units (see Official Action, pg. 2). It is then alleged, “[h]owever, Ito mentions a first memory unit that stores a basic navigation database including road map information (see column 6, lines 17-38); a second memory unit [that] receives and stores received supplemental navigation data (see column 6, lines 39-63);...” (Official Action, pg. 2). It is further alleged in the Official Action that a skilled person would have modified Garthwaite to include the first and second memory units as disclosed in Ito (see Official Action, pg. 3). However, a fair and reading of Ito reveals that the first and second memory units disclosed therein contain executable software instructions, not data.

As illustrated in FIG. 2 of Ito, the first memory unit 24 contains only executable program instructions (i.e., a navigation basic control program, a navigation action state judgment program and a media processor time sharing control program). As shown in FIG. 2, the second memory unit 26 contains only the route calculation processing program and the graphics processing program. Ito further discloses “[t]o the main CPU 20 is connected a first program memory 24 which stores programs executed by the main CPU 20 and to the media processor 22 is connected a second program memory 26 which stores programs executed by the media processor”. (emphasis added, col. 6, lines 21-25). Therefore, it is clear Ito discloses that the first and second memory units contain only executable programs, not navigation data as recited in claim 1 of the present invention. The only device in Ito that includes navigation data is the map storage section 7 (see FIG. 2 of Ito). Accordingly, even if Garthwaite and Ito were properly

combinable, the resultant combination still fails to either disclose or suggest a navigation system that includes first and second memory units that both contain navigation data.

Claim 23 recites a method that includes:

“storing in a first memory unit connected to the navigation computer, a basic database that includes digital road map information, which is needed to calculate the driving route;

receiving data supplementary to the basic database, such as detailed information of digital road maps, over a network connection to a communication unit that is connected to the navigation computer; and

storing the received supplementary data in a second memory unit that is connected to the navigation computer.” (emphasis added, cl. 23).

Significantly, this method involves storing navigation related data in first and second memory units. Accordingly, it is respectfully submitted that claim 23 is patentable for at least all the same reasons as claim 1.

Claim 24 recites a navigation system for use in a motor vehicle that receives starting position data and destination position data and computes driving directions between the starting and destination positions. The navigation system includes, inter alia:

“a first memory unit that stores a basic navigation database including road map information;

an RF receiver that receives supplemental navigation data including digital road maps, and provides received supplemental navigation data; and

a second memory unit that receives and stores said received supplemental navigation data;

means for outputting said driving directions to the user.” (emphasis added, claim 24).

It is respectfully submitted that claim 24 is patentable for at least all the same reasons as claim 1.

6. Claim 4 currently stands rejected under 35 U.S.C. §103(a) in view of the combined subject matter disclosed in Garthwaite, Ito and U.S. Patent 6,366,622 to Brown et al (hereinafter “Brown”).

It is respectfully submitted that this rejection is now moot, since claim 1 is patentable for at least the reasons set forth above.

7. Claims 7-11 currently stand rejected under 35 U.S.C. §103(a) in view of the combined subject matter disclosed in Garthwaite, Ito and U.S. Patent 6,298,305 to Kabada et al (hereinafter “Kabada”).

It is respectfully submitted that this rejection is now moot, since claim 1 is patentable for at least the reasons set forth above.

8. Claims 12-15 and 18 currently stand rejected under 35 U.S.C. §103(a) in view of the combined subject matter disclosed in Garthwaite, Ito and U.S. Patent 6,128,571 to Ito et al (hereinafter “Ito ’571”).

It is respectfully submitted that this rejection is now moot, since claim 1 is patentable for at least the reasons set forth above.

9. Claims 20-22 and 18 currently stand rejected under 35 U.S.C. §103(a) in view of the combined subject matter disclosed in Garthwaite, Ito and U.S. Patent 6,334,089 to Hessing (hereinafter "Hessing").

It is respectfully submitted that this rejection is now moot, since claim 1 is patentable for at least the reasons set forth above:

10. The undersigned representative notes the prior art of record and agrees that the art neither anticipates nor renders obvious, either alone or in combination, the claimed invention.

For all the foregoing reasons, reconsideration and allowance of claims 1-24 is respectfully requested.

If a telephone interview could assist in the prosecution of this application, please call the undersigned attorney.

Respectfully submitted,



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***VERSION WITH MARKINGS TO SHOW CHANGES MADE***

**IN THE CLAIMS:**

Amend claims 23 and 24 as follows:

23.(amended) A method for data management of a motor vehicle navigation system, comprising:

calculating driving routes in a navigation computer;

receiving a driving start position, and final destination position through a data input unit,  
which is connected to the navigation computer;

transmitting to the user the driving routes calculated by the navigation computer;

storing in a first memory unit connected to the navigation computer, a basic database that  
includes digital road map information, which is needed to calculate the driving route;

receiving data supplementary to the basic database, such as detailed information of  
digital road maps, over a network connection to a communication unit that is connected to the  
navigation computer; and

storing the received supplementary data in a second memory unit that is connected to the  
navigation computer.

24.(amended) A navigation system for use in a motor vehicle that receives starting position data and destination position data and computes driving directions between the starting and destination positions, said navigation system comprising:

a first memory unit that stores a basic navigation database including road map information;

an RF receiver that receives supplemental navigation data including digital road maps, and provides received supplemental navigation data; and

a second memory unit that receives and stores said received supplemental navigation data;

means for receiving said received start position data, said received destination position data, and for computing driving directions between the starting position and the destination position using information from said basic navigation database and said received supplemental navigation data; and

means for outputting said driving directions to the user.